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SECURITY INFORMATION

INFORMATION REPORT

REPORT

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THIS IS UNEVALUATED INFORMATION

1. On 16 January 1952 at 19.30 hours the Hungarian tug TOHOTOM arrived in Vienna from Moosbierham tugging two barges, each of them loaded with 72 car loads of gasoline. [redacted] The whole convoy left Vienna for Budapest on 17 January 1952.
2. On 17 January 1952 another tug, the BEKE, arrived from Lobau with barges [redacted] loaded with 68 and 70 car loads of oil respectively. They left on 18 January for Budapest.*
3. The Russian ship VLADIVOSTOK is under repairs which are carried out day and night. This ship has recently been commissioned to tug four new barges [redacted] from the Korneuburg shipyard to the USSR. These barges are described as having all possible modern conveniences. They are to remain in the USSR. Besides tugging these new barges, the VLADIVOSTOK is to tug to Ismail, Rumania, barges loaded in Lobau, each carrying 50-60 car loads of gasoline, diesel oil, cables, turbines and bridge components. [redacted]
4. On 21 January 1952 the tug MORJAK was on its way to Komarom, Hungary, [redacted] loaded with 55 car loads of diesel oil, and barge [redacted] loaded with turbines and cables.
5. The two Soviet motor boats IZMAIL and ISAR belonging to the Soviet D.D.S.G. are at present in the Korneuburg shipyard.
6. The Soviet D.D.S.G. has a new Russian director named Lebenko (fnu). He is a former director of four years ago.

Comment: It is known that 3 Hungarian tugs, the TOHOTOM, BEKE and KEKES are used for transporting gasoline and oil from Vienna (i.e. Moosbierbaum and Lobau) to Budapest and to the refineries at Almasfüzitő, Hungary.

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